

10 October 1969

MEMORANDUM FOR THE RECORD

SUBJECT: Fairbank Highway Research Station (BPR)
Expansion of Facilities

1. (On September 17, 1969 F. C. Turner, Federal Highway Administrator, advised by letter to Mr. Helms of a proposed upgrading of the Fairbank Highway Research Station which is adjacent to the CIA Headquarters facility.) The upgrading was to be in two phases, the first covering Fiscal Years 1971 and 1972 and the second, Fiscal Years 1973 and 1974.

2. On 10 October I met with Mr. Charles Scheffey, Chief of the Fairbank Highway Research Station, to discuss his programmed improvements. [REDACTED] Logistics, accompanied me. Scheffey advised that the proposed expansion and development represents a new program involving additional facilities for three bureaus of the Federal Highway Administration, namely, the Bureau of Public Roads, National Highway Safety Bureau and the Bureau of Motor Carrier Safety. At the present time legislation is pending before the Highway Subcommittee of the Public Works Committee proposing the expansion of these facilities and specifically requesting A and E funds for FY 1970. Scheffey advised that if A and E funds are approved they would expect to start construction in FY 1971 and 1972.

3. It is proposed that five buildings be constructed in phase I consisting of several laboratories, office space, testing shops, auditorium and a cafeteria. These will be located in a complex adjoining the present several buildings now existent on the research station. There will also be constructed a road network on the West side of the research station property for low speed road tests. At the present time the population at the research station is 200 people but with completion of the new construction they expect an increase that will run from 600 to 1,000 people.

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4. Phase I construction will not affect West parking lot or the heliport but may affect slightly the baseball diamonds that we occupy under a use permit. It may be that one of the three diamonds will have to be moved a short distance as the southern loop of the road testing facility will come close to these diamonds.

5. Two additional proposals for construction may appear in the second phase and present planning calls for one element of construction to be in the area where West parking and the heliport now exist. Mr. Scheffey advised that he simply did not know at this stage whether this phase of construction would be carried out. On the other hand, if there is pressure to push the National Highway Safety Program it could well be that this element of construction would be considered concurrently with phase I and could possibly occur in the FY 1972-1973 period.

6. Mr. Scheffey advised that for the first time the improvement of the Fairbank Highway Research Station has the backing of the Highway Administrator and appears to have the support of the Public Works Committee. They think that their program will be successful but whether or not in the degree proposed is not known.

7. I showed Mr. Scheffey our map of Agency Headquarters property and the Fairbank Highway Research Station property together with the overlay specifying the location of the areas which we occupy on Research Station land. I pointed out that because of the contour of our land we really have no other place to go for parking if we are forced to vacate in part or in toto West parking lot. I also advised that we had one-half million dollars invested in this property and I hoped that we could work out some accommodation of our joint interests. At the same time I advised Mr. Scheffey that we had under consideration the construction of an additional building on our property to accommodate the various units that we have scattered around in the Washington Metropolitan Area. I stated that this was only in the conceptual stage and that was why we had not so advised Mr. Scheffey as our plans had not been firmed up to the point where we were in a position to show him tentative drawings and locations. I advised that we had made known to the Bureau of the Budget in our program call our proposal for an additional building at the Headquarters site but we had not asked for authorization, A and E or construction money. I advised that the construction of an additional building on our property posed real problems because we are rather tightly compressed in space and some of our land, because of contour and slope, is not readily suitable for construction purposes. I further advised that our plans were complicated by the possibility of having to construct on an urgent basis a special purpose type building to satisfy a new program. I advised that this was purely tentative

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and no decisions had been reached but within the next four or ten months we would have a better idea as to what decision or action might be taken under this project. I advised that this complicated our planning as certainly we could provide for one building but not likely two buildings. At this point the question of parking came up as to additional personnel being brought to the Headquarters site and I indicated that even though much more expensive we would have to explore the feasibility of underground or overhead parking because of our limited space.

8. I asked Mr. Scheffey whether he had any specific plans for the Scattergood-Thorne property as we had hoped that this property would be available to the Agency for expansion purposes. Mr. Scheffey indicated that they had no specific plans but were considering this property in their eventual program of expansion. We both agreed that this might all be academic as the two ladies have occupancy until their deaths and this could mean some years of occupancy. I mentioned to Mr. Scheffey that we had expressed in writing our interest in the Scattergood-Thorne property which was a matter of surprise to Scheffey. I indicated that our first letter was dated 16 June 1958 to the Federal Highway Administrator and that on 23 November 1965 and on 12 January 1968 we notified GSA of our interest in the eventual acquisition of this land. Mr. Scheffey was unaware of these requests and I advised that we would furnish him copies for his information. In turn I asked Mr. Scheffey if we could be given a copy of his proposed construction layout for both buildings and roadways for our guidance and information. Additionally, I advised that as soon as we had firmed up our possible building location we would let him know for his guidance. Mr. Scheffey in turn stated that obviously we should work together and that perhaps in the A and E stage they can consider their construction with a view to accommodating some of our problems and interests. As an example, he stated that in the construction of their laboratory instead of planning a single story extended building they could construct the building of multiple stories thereby saving land space.

joint interest?

9. Mr. Scheffey was quite open and frank in the discussion and obviously was interested in trying to accommodate some of our problems. I think he was greatly relieved when I did not state that we had any designs on Research Station land except the continuing use of the West parking lot and the heliport and the eventual use of the Scattergood-Thorne property. I asked if he would make known the facts of our meeting to Mr. Turner, Highway Administrator, and that we will be back in touch with him as soon as we had firmed up some of our planning. Mr. Scheffey advised that BPR is rather a small organization but the pressure for the improvement of this station is stemming from the increased emphasis on national highway safety. This program is commanding attention in both the Executive Branch and the Congress and presumably they

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will be able to acquire authority and funds for an active program including construction of facilities. A final comment on the road testing network which is designed for low speed testing. Mr. Scheffey advised that this will not make any more noise than you will find on the George Washington Parkway and will not be offensive in any way to the Research Station's neighbors.

Signed R. L. Bannerman

R. L. Bannerman
Deputy Director
for Support

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